

Development Control Committee

Minutes of a meeting of the **Development Control Committee** held on **Wednesday 3 June 2020 at 10.00 am** in the **Conference Chamber, West Suffolk House**, Western Way, Bury St Edmunds IP33 3YU

Present: **Councillors**

Chair Andrew Smith

Vice Chair Mike Chester and Jim Thorndyke

Richard Alecock

Andy Neal

John Burns

David Palmer

Jason Crooks

David Roach

Roger Dicker

David Smith

Andy Drummond

Peter Stevens

Susan Glossop

Ann Williamson

Ian Houlder

In attendance:

Sara Mildmay-White (Registered Speaker as Ward Member: Rougham)

12. **Welcome**

The Chair formally commenced the meeting and jointly welcomed all present and those externally viewing the Development Control Committee.

A number of housekeeping matters and remote meeting guidance were highlighted to all by the Chair and he also advised that Agenda Item 6 had been withdrawn from the agenda following receipt of a late representation that the Planning Authority required time in which to consider.

13. **Apologies for Absence**

Apologies for absence were received from Councillor Don Waldron.

14. **Substitutes**

The following substitution was declared:

Councillor Andy Neal substituting for Councillor Don Waldron.

Following which, the Democratic Services Officer verbally outlined all Members of the Committee who were present, together with any attending Councillors and the names of the Officers supporting the meeting.

15. **Minutes**

The minutes of the meeting held on 13 May 2020 were unanimously confirmed as a correct record.

16. **Planning Application DC/18/2210/FUL - Land at Willie Snaith Road, Newmarket (Report No: DEV/WS/20/022)**

Planning Application - (i) 2no drive-through cafe/restaurant units (Use Class A1/A3 for Costa and Use Class A3/A5 for McDonald's) with associated parking and landscaping and (ii) McDonalds Climbing box

This application was referred to the Development Control Committee following consideration by the Delegation Panel and in light of the Officer recommendation being contrary with the objection from Newmarket Town Council.

Officers were recommending that the application be approved subject to a Section 106 agreement to secure a Traffic Regulation Order (TRO) and the conditions set out in Paragraph 89 of Report No DEV/WS/20/022.

Attention was drawn to the supplementary 'late paper' that was circulated following publication of the agenda and which contained an additional condition in respect of litter. A typographical error within the proposed condition was highlighted and Members were advised that "Littler Management Plan" should have read "Litter Management Plan".

The Committee were also informed that the number of electric charge points has been reduced from 4 to 2 (condition No 8).

As part of his presentation the Senior Planning Officer included three videos of the site which he took the Committee through by way of facilitated a virtual 'site visit'.

Attention was drawn to Suffolk County Council Highways' initial objection to the scheme and explanation was given with regard to the reasoning behind their subsequent withdrawal of their objection.

Lastly, the Officer made reference to Newmarket Town Council's objection and responded to this in detail.

Speakers: Sara Beckett (Newmarket resident) spoke against the application *(Some Members and Officers struggled to hear Sara Beckett's speech therefore, in the interests of clarity, the Chair asked the Democratic Services Officer to re-read the statement to the meeting)*
Councillor Rachel Hood (Newmarket Town Council) spoke against the application

Councillor Andy Drummond advised the meeting that he had taken part in Newmarket Town Council's consideration of the application when they resolved to oppose the scheme. However, Councillor Drummond stressed that he would keep an open mind and listen to the debate prior to voting on the item.

Some Members voiced concerns that, even with the additional condition in relation to litter, if granted the application was likely to result in increased litter in the locality.

Other members of the Committee voiced support for the location and considered the application to be appropriate for an out of town, industrial area.

Councillor Drummond then addressed the Committee and made reference to the nearby skatepark development and the increased traffic the scheme was likely to generate. He subsequently proposed that the application be refused, contrary to the Officer recommendation, however the motion failed to achieve a seconder when sought by the Chair and the Lawyer advised the meeting that the debate should therefore continue.

Councillor Peter Stevens raised queries with regard to the design of the scheme and proposed that the application be deferred in order to allow time in which for the applicants to work with Newmarket Town Council in order to establish a design that the Town Council considered in keeping with the area. This was duly seconded by Councillor David Roach.

Prior to the Chair putting the motion to the vote, the Service Manager (Planning – Development) advised the Committee that it was not considered reasonable to defer the application for design negotiations, given the site context, and that role of the Committee was to consider the application that was before them.

Upon being put to the vote and with 6 voting for and with 10 against, the Chair declared the motion lost.

Following further debate, the Senior Planning Officer was then invited by the Chair to respond to the matters raised:

'Totem Pole' signage – the Officer clarified that this element was not part of the scheme before Members;

Litter – the Committee were informed that McDonalds was official partner of 'Keep Britain Tidy';

Obesity - it was highlighted that there were no specific policies within the Local Plan that related to obesity prevention;

S106 Agreement – the fact that the S106 Agreement had been completed by the applicant did not influence the planning balance in respect of the Officer's recommendation and no weight should be attributed to this in the Committee making their determination;

Location – the Officer clarified that whilst there were vacant units on Newmarket High Street, the scheme proposed included a drive-through which was therefore more appropriate for an out of town location;

Skate Park – the skate park project was led by West Suffolk Council meaning that Planning Officers could liaise with their colleagues in the Parks & Open Spaces team in order to ensure that adequate litter bins etc were provided.

Councillor Ian Houlder proposed that the application be approved, as per the Officer recommendation, and this was duly seconded by Councillor Andy Neal.

Upon being put to the vote and with 11 voting for the motion, 4 against and with 1 abstention it was resolved that

Decision

Planning permission be **GRANTED** subject to the following conditions and the completed Section 106 Agreement:

- 1 The development hereby permitted shall be begun not later than 3 years from the date of this permission.
- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the approved plans and documents.
- 3 The site preparation and construction works shall only be carried out between the hours of 08:00 to 18:00 Mondays to Fridays and only between the hours of 08:00 to 13:30 Saturdays and at no time on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.
- 4 No plant or equipment associated with the development shall be operated until details thereof have first been submitted to and approved in writing by the Local Planning Authority. The details shall include specifications of the design, location and screening of the proposed plant or equipment.
The plant or equipment shall be installed in complete accordance with the approved details before being first brought into use. Following installation the plant or equipment shall be retained in accordance with the approved details unless the prior written consent of the Local Planning Authority is obtained for any variation of the approved details or specifications.
The rating level of the sound emitted from the site shall not exceed the existing background sound level. The sound levels shall be determined by measurement or calculation at the nearest residential premises. The measurements and assessment shall be made according to BS 4142:2014+A1:2019.
- 5 Prior to first use details of the ventilation system and system to control odours from any cooking process shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the measures to abate the noise from the systems and a maintenance programme for the systems. The system shall be installed prior to first use and thereafter the systems shall be retained and maintained in complete accordance with the approved details unless the written consent of the Local Planning Authority is obtained for any variation.
- 6 Prior to first operation on site, details of all proposed external lighting sources and fittings shall be submitted to and approved in writing by the local planning authority and thereafter be retained in the approved form.
- 7 Commercial deliveries to the two café/restaurant units hereby approved shall be restricted to between 07:00 and 22:00 hours on Mondays to Saturdays and 08:00 and 18:00 hours on Sundays, Bank and Public Holidays. Outside of these hours, unless otherwise agreed in writing by the Local Planning Authority, no commercial deliveries shall take place.
- 8 Prior to operational use of the site, at least 2 publicly available electric vehicle charge points shall be provided at reasonably and practicably

accessible locations within the car park. The Electric Vehicle Charge Points shall be retained thereafter and maintained in an operational condition. Charge points shall be Rapid (Minimum 43kW AC /50kW DC) chargers.

9. No development above ground level shall take place unless the need for fire hydrants has been assessed and, if deemed to be required, a scheme for the provision of a fire hydrant or fire hydrants has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until any fire hydrants that are required have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.
10. No development above ground level shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include accurate indications of the position, species, girth, canopy spread and height of all existing trees and hedgerows on and adjacent to the site and details of any to be retained, together with measures for their protection during the course of development. Any retained trees removed, dying or becoming seriously damaged or diseased within five years of commencement shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation. The works shall be completed in accordance with the approved plans and in accordance with a timetable to be agreed with the Local Planning Authority.
11. The development hereby approved shall not be brought into operational use until the areas to be provided for storage, presentation and collection of Refuse/Recycling have been submitted to and approved in writing by the Local Planning Authority. The approved waste management scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.
12. No development above ground level shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the means to prevent headlight glare for the drive-through lanes affecting other highway users and means to ensure any fencing, planting or other boundary treatment will not cause harm to the highway.
13. No development above ground level shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.
14. Before the development hereby approved is first brought into operational use, details of the areas to be provided for the secure cycle storage for staff and customers shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.
15. All HGV and Construction traffic movements to and from the site over

the duration of the site clearance and construction period shall be subject to a Construction Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The Plan shall include:

- 1) Routes to and from the site and means to monitor and enforce
- 2) Means to ensure no water, mud or other debris will egress onto the highway
- 3) Means to ensure suitable space will be provided on site for the manoeuvring and parking of all site traffic including deliveries, staff and visitors.
- 4) Means to ensure sufficient space is provided on site for the storage of materials and equipment
- 5) Means to ensure no light source from the site can cause glare or hazard to highway users.
- 6) The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

- 16 All delivery and servicing traffic movements to and from the site throughout the duration site's operational life shall be subject to a Delivery and Services Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before the first use of the site.

No delivery or servicing traffic movements shall be permitted to and from the site other than in accordance with the routes and times defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

- 17 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 as amended (or any Order revoking and re-enacting that Order) and the Town and Country Planning (General Permitted Development) Order 2015, as amended, the two buildings as approved shall be used only for the purposes permitted and for no other purpose unless previously agreed in writing by the Local Planning Authority.

- 18 No development above slab level shall take place until samples of all facing materials to be used within the construction of both approved buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

- 19 The development hereby approved shall be carried out in complete accordance with the details contained within sections 9 and 10 (or such amendment thereto as may be approved in writing by the local planning authority) of the submitted Travel Plan as dated July 2017 and authored by Woods Hardwick.

- 20 The development hereby approved shall not be brought into use until a Litter Management Plan has been submitted to and approved in writing by the Local Planning Authority. The litter management plan shall:

- i. Set out the areas where litter will be collected from both within and outside of the application site;

ii. Set out when litter patrols shall take place and by whom.
The litter management plan shall be implemented and operated as approved and in accordance with the approved details. It shall not be altered or amended without the prior written consent of the local planning authority.

(On conclusion of this item the Chair permitted a short comfort break and asked that an adjournment slide be displayed in the live stream, before reconvening the virtual meeting and taking a roll-call of those present.)

17. Planning Application DC/19/1519/OUT - Land Adjacent to Fishwick Corner, Thurston Road, Rougham (Report No: DEV/WS/20/023)

Outline Planning Application (means of access to be considered) - (i) proposed improvement to Fishwick Corner in West Suffolk Council and (ii) 210no. dwellings means of access, open space and associated infrastructure, including junction improvements with all proposed development located within Mid Suffolk District Council

This application was originally referred to the Development Control Committee on 4 December 2019 as the development related to a cross boundary application with Mid Suffolk Council.

The Principal Planning Officer advised that the development within West Suffolk concerned the realignment of the junction known as Fishwick Corner. The remainder of the development was within Mid Suffolk and related to the delivery of up to 210 dwellings, means of access, open space and associated infrastructure on land at Beyton Road, Thurston.

A Member site visit was held prior to the December meeting at which Members resolved to defer the application in order to allow the scheme to be firstly determined by Mid Suffolk Council and to also ensure that a Highways Officer was able to attend West Suffolk's Development Control Committee during their determination.

Mid Suffolk District Council's Planning Committee considered the application at its meeting on 29 January 2020 and resolved to approve the application subject to conditions and the completion of a S106 Agreement.

Subsequently, the application was returned to the Development Control Committee on 13 May 2020. Members at the meeting resolved that they were 'minded to' refuse planning permission contrary to the Officer recommendation of approval as they considered the proposals to be detrimental to highway safety, in particular relation to cyclists. Members also considered that the proposal was contrary to policies DM2, DM5 and DM13.

Accordingly, the Decision Making Policy was invoked and a risk assessment had been produced, as attached, for the Committee's consideration.

The Principal Planning Officer was continuing to recommend that the application before the Committee be approved, subject to the completion of a S106 Agreement between the applicants and Mid Suffolk District Council in respect of the planning obligations considered necessary by Mid Suffolk

Council and subject to the conditions referenced in Paragraph 40 of Report No DEV/WS/20/023.

Members were advised that following the last Committee meeting the applicants' Transport Consultants reviewed the issues raised and provided additional information to supplement the application by way of a Technical Note which had been included within the agenda papers.

In summary, the Technical Note covered:

- Traffic movement on the staggered junction;
- Highway mitigation of the impact of other significant developments already approved in Thurston; and
- Cyclist safety.

Attention was also drawn to Paragraph 17 of the report which made reference to the 3m wide corridor alongside the new length of carriageway that could form a future cycleway/footway, thereby improving connections towards Bury St Edmunds.

Members were advised that the applicant had agreed to offer additional land to Suffolk County Council in order to facilitate the future cycleway/footway in the direction of Thurston and that the sum of £75,000 would be paid to the County Council towards the construction of the cycleway/footway.

In addition, the applicant had also offered to work with Suffolk County Council in order to designate the existing informal path to the north of Mount Road as a formal bridleway. Both matters would be included within the S106 Agreement.

Lastly, the Officer confirmed that the 40mph speed limit was already in place.

Speakers: Councillor Sara Mildmay-White (Ward Member for Rougham) spoke against the application
Robert Eburne (Bloor Homes - applicant) spoke in support of the application
(Robert Eburne was unable to connect to the meeting at the point in which he could address the Committee, therefore the Chair asked the Democratic Services Officer to read out the statement on his behalf.)

Considerable debate then took place with some Members continuing to raise safety concerns with the junction. In response to which, the Principal Planning Officer explained that the junction would be subject to future safety audits as per the normal process with a scheme such as the one before the Committee.

The Chair also invited the Suffolk County Council Highways Officer who was in attendance to respond in respect of the highways related concerns raised by the Committee.

The Highways Officer reiterated that the scheme proposed in the application before the Committee was an improved safety scheme for the area.

Members were advised that neither a toucan crossing or a signalled junction were viable options due the rural location, insufficient land available and lack of visibility.

The Principal Planning Officer further reiterated that Members were being asked to make a decision based on the scheme as presented in this application and that advice received from the Highways Authority was that this provided a safer junction than the existing junction arrangements.

The Committee were assured that Suffolk County Council would continue to work with the developers on the final design, which would take into consideration matters such as drainage.

During further debate reference was made to the proposed bridleway and some concern was voiced by Members of the Committee as to how this would connect to existing bridle/cycleways.

In response to which Councillor David Roach proposed that determination of the application be deferred in order to allow additional information to be submitted to the Committee on this particular element. This was duly seconded by Councillor Andy Neal.

Prior to the Chair putting the motion to the vote, the Service Manager (Planning – Development) advised the Committee that Officers were content that Members had more than sufficient information before them in which to determine the application and that the finer detail of the junction arrangements would be agreed through a S.278 Agreement as is normal with these types of highways works.

Upon being put to the vote and with 7 voting for and with 9 against, the Chair declared the motion lost.

Councillor Ian Houlder then proposed that the application be approved, as per the Officer recommendation, and this was duly seconded by Councillor Roger Dicker.

Upon being put to the vote and with 9 voting for the motion, 6 against and with 1 abstention it was resolved that

Decision

Planning permission be **GRANTED** subject to the completion of a S106 Agreement between the applicants and Mid Suffolk District Council in respect of the planning obligations considered necessary by Mid Suffolk Council.

Planning conditions are recommended in respect of the planning matters listed below in so far as they relate to the works within West Suffolk. The final detail of the conditions required in respect of the whole development to be agreed with Mid Suffolk Council, with authority delegated to the Assistant Director (Planning and Regulatory Services) in consultation with the Chair of the Development Control Committee to agree the conditions.

Suggested planning conditions in respect of the development within West

Suffolk:

- Approved plans
- Time limit
- Reserved matters for the construction of access in the WS administrative area
- Surface water drainage details
- Detailed design of road realignment (including section of carriageway to be stopped up)
- HGV construction management plan
- Provision of fire hydrants
- Archaeological investigation and evaluation
- Landscaping scheme
- Ecological mitigation and enhancement measures
- Arboricultural method statement
- Tree Protection details
- Scheme for the reinstatement of the stopped up highway
- All conditions imposed by MSDC for the parts of the development situated in its administrative area

18. **Planning Application DC/20/0420/FUL - 35 St Andrews Street North, Bury St Edmunds (Report No: DEV/WS/20/024) **APPLICATION WITHDRAWN FROM THE AGENDA****

The Chair advised earlier in the meeting that this item had been **WITHDRAWN** from the agenda.

19. **Planning Application DC/20/0227/VAR - The Old Pumping Station, Lower Road, Hundon (Report No: DEV/WS/20/025)**

Planning Application - Variation of conditions 2 and 11 of DC/19/1817/FUL to allow use of amended plans and amendment to landscaping implementation for (i) 3no. dwellings and associated garages (ii) pedestrian link to public footpath (iii) alterations to existing access

This application was originally referred to the Development Control Committee on 8 January 2020 as the application was contrary to the Development Plan and was recommended for approval, subject to conditions.

A Member site visit was held prior to the January meeting; at which the Committee determined to grant the application.

This application before the Committee sought to vary conditions 2 (approved plans) and 11 (soft landscaping) of DC/19/1817/FUL; with the principle of development having already been established.

In response to a question, the Senior Planning Officer explained that legal advice was sought with the Council's Legal Team who advised that the application should be determined by the Development Control Committee, as the previous application represented a departure from the Development Plan. This Section 73 application would, in effect, grant a new permission and also represented a departure from the Development Plan.

As part of her presentation the Officer outlined further detailed wording for Condition 11.

Speaker: Michael Hendry (agent) spoke in support of the application

Councillor John Burns proposed that the application be approved, as per the Officer recommendation, and this was duly seconded by Councillor David Roach.

Upon being put to the vote and with the vote being unanimous, it was resolved that

Decision

- 1 The development hereby permitted shall be begun not later than 3 years from the date of this permission.
- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the approved plans and documents.
- 3 Prior to commencement of development the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
 - i) A site investigation scheme,
 - ii) The results of a site investigation based on i) and a detailed risk assessment, including a revised Conceptual Site Model (CSM),
 - iii) Based on the risk assessment in ii), a remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions.
- 4 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the remediation strategy is submitted to and approved, in writing by the Local Planning Authority.
- 5 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.
- 6 Prior to first occupation, all dwellings with off street parking shall be provided with an operational electric vehicle charge point at reasonably and practicably accessible locations, with an electric supply to the charge point capable of providing a 7kW charge.
- 7 Demolition or construction works shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:30 hours on Saturdays and at no time on Sundays, public holidays or bank holidays.
- 8 Prior to commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to,

and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) Loading and unloading of plant and materials
- iii) Site set-up including arrangements for the storage of plant and materials used in constructing the development and the provision of temporary offices, plant and machinery
- iv) The erection and maintenance of security hoarding including external safety and information signage, interpretation boards, decorative displays and facilities for public viewing, where appropriate
- v) Wheel washing facilities
- vi) Measures to control the emission of dust and dirt during construction
- vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) Hours of construction operations including times for deliveries and the removal of excavated materials and waste
- ix) Noise method statements and noise levels for each construction activity including piling and excavation operations
- x) Access and protection measures around the construction site for pedestrians, cyclists and other road users including arrangements for diversions during the construction period and for the provision of associated directional signage relating thereto.

9 The strategy for the disposal of surface water (dated 28 August 2019, ref: 2020/2019 Rev C by EAS) and the Flood Risk Assessment (FRA) (dated 28 August 2019, ref: 2020/2019 Rev C by EAS) shall be implemented as approved in writing by the Local Planning Authority. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

10 Prior to commencement of development a scheme for the protection during construction of the trees on the site, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details, and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

11 All planting comprised in the approved details of landscaping shall be carried out in the planting season prior to first occupation of any dwelling (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season

- thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.
- 12 Prior to occupation details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, shall be submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority.
- 13 No development above slab level shall take place until samples/details of the facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 14 The dwelling(s) hereby approved shall not be occupied until the optional requirement for water consumption (110 litres use per person per day) in part G of the Building Regulations has been complied with and evidence of compliance has been obtained.
- 15 The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No 18033-08 Rev B and made available for use prior to occupation. It shall be retained thereafter in its approved form.
- 16 Prior to first use of the development hereby permitted, the existing access onto the site shall be properly surfaced with a bound impervious material for a minimum distance of 10 metres from the edge of the metalled carriageway, in accordance with details previously submitted to and approved in writing by the Local Planning Authority.
- 17 No development above ground shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.
- 18 Before the access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access point and a distance of 120metres to the northwest and 43metres to the southeast metres in each direction along the edge of the metalled carriageway from the centre of the access. Notwithstanding the provisions of Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting that Order) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the area of the visibility splays.
- 19 Prior to first use of the development hereby permitted, the area(s) within the site shown on drawing No. 18033-08 Rev B for the purpose of loading, unloading, manoeuvring and parking of vehicles shall be provided. Thereafter the area(s) shall be retained and used for no other purpose.

(For clarification, Councillor Andy Drummond lost connection to the meeting

during the vote on this item hence the application was only determined by the remaining 15 Members of the Committee.)

The meeting concluded at 1.11 pm

Signed by:

Chair
